

Gaining in Popularity  
**PRINZ LUDWIG**  
LIGHT PILSENER BEER  
OF EXCELLENT QUALITY.  
Per Case of 6 Dozen Flats  
\$16.00.  
Sole Agents:  
**H. Price & Co.,**  
18, Queen's Road.

# The China Mail.

ESTABLISHED 1845.

**DISTILLERS CO., LTD.**  
EDINBURGH.  
OLD TOM  
AND  
**D. C. L.**  
DRY GINS.  
Per Dozen \$8.50.  
Sole Agents:  
**H. Price & Co.,**  
18, Queen's Road.

No. 13,187.

號七月七年九百九千一英

HONGKONG, FRIDAY, JULY 7, 1905.

一五初月六年巳乙

PRICE, \$3.00 Per Month.

## INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.  
Issued this Second day of January, 1905.

PRICE:  
\$18.50 PER CASE OF 7 DOZ.  
PINTS.

**MACWEN, FRICKEL & CO.,**  
Sole Agents,  
Hongkong, July 4, 1905.

## Intimations.



## NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and UNDS in connection with the COALING of H. M. FLEET, etc., at Hongkong for a period of 12 months from the 1st August, 1905.  
Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than NOON on 19th July, 1905.  
Hongkong, July 5, 1905.

## NOTICE.

WE have this day authorized Mr. CARL ROBERT LENZMANN, to Sign our Firm from this date.  
**CARLOWITZ & CO.**  
Hongkong, July 5, 1905.

## WANTED.

A COMPRAHORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$40,000.  
Apply  
"R. S. T."  
Care of "CHINA MAIL" OFFICE.  
Hongkong, July 5, 1905.

## D. MAHER.

77, WYNDHAM ST., HONGKONG.  
ALL KINDS OF SEWING MACHINES BOUGHT, SOLD or EXCHANGED.  
Repairs executed, expert advice given on all classes of Sewing Machines.  
Orders by Post Receive Prompt Attention.  
Hongkong, July 5, 1905.

## ANNOUNCEMENT.

HAVING RESIGNED my Position as Manager of VICTORIA HOTEL, Canton, I now Accouture my Sincere gratitude to the distinguished gentlemen constituting Canton Consular Service for Courtesies and constant generous consideration, and my best thanks to Canton, British and Foreign Communities for liberal support to me while there.  
A. FONSECA,  
Late Manager,  
Victoria Hotel.  
Hongkong, July 5, 1905.

## COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$10,000,000.  
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.  
W. H. TRENCHARD DAVIS,  
Branch Manager & Underwriter.  
Hongkong, June 9, 1905.

## THE POPULAR SCOTCH IS "BLACK & WHITE"



**JAMES BUCHANAN & CO.**  
Whisky Distillers  
By Appointment to  
**H. M. THE KING**  
and  
**HERALD OF WALES**  
Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE, CRAWFORD & CO.,** Queen's Road Central.

## Business Notices.

### W. S. BAILEY & CO.

SOLE AGENTS FOR  
**THE PULSOMETER ENGINEERING CO., LD.**

STEAM PUMPS OF EVERY DESCRIPTION.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HOKAN, 2,383 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FAISHAN, 2,200 tons, Captain R. D. Thomas.  
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,525 tons, Captain J. J. Leslie.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

#### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).  
Departures from Macao to Hongkong daily at 8 a.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentini.  
s.s. NANNING, 569 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.**  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD AND SWIRE,  
Agents, **CHINA NAVIGATION CO., LTD.**

### HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.  
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.  
TERMS REASONABLE. Apply, THE MANAGERESS.  
Hongkong, June 21, 1905.

### PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE.  
Hongkong, September 6, 1904.

### LANE, CRAWFORD & CO.

### 'VETO' GOLOSHES

LADIES \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.  
SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.  
Hongkong, June 23, 1905.

#### REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.  
CHIN JOO HENG CO.,  
OPIMUM FARMER.  
Hongkong, June 19, 1905.

#### NIPPON LAUNDRY.

No. 53 and 53, PRAYA EAST.  
ALL Work done in this Establishment is promptly executed. Neatness a Speciality. Ironing and Washing done by experienced Japanese. Patrons MODERATE.  
G. MONYEE, Proprietor.  
Hongkong, February 13, 1905.

#### THE GREEN ISLAND CEMENT CO. LIMITED.

NOTICE.  
SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, June 26, 1905.

#### SELECT BOARD & RESIDENCE

AT 'BRAESIDE'.  
A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely Furnished Bedrooms, every home comfort. Finest view of the Harbour. Terms Moderate. Apply to  
Mrs F. W. WATTS,  
BRAESIDE, 30, MACDONNELL ROAD, (Late of 'TANG YUEN').  
Hongkong, June 19, 1905.

#### WASHING BOOKS.

(In English and Chinese).  
**WASHERMAN'S BOOKS**, for the use of Ladies and Gentlemen, can now be had at this Office. Price, 31 each.  
CHINA MAIL OFFICE.

### CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road. EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

### 榮 CHEE WING & CO. 敬

28 & 29, LEE YUEN STREET (WEST) HONGKONG.  
DEALERS IN  
ALL Sorts of COPPER, BRASS STEEL IRON WARE, &c.  
STEEL GIRDERS and TEES.  
CORRUGATED IRON, FIG IRON, &c.  
Suits for  
SHOPS, ENGINEERS and HOUSE BUILDERS.  
Hongkong, May 29, 1905.

#### MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.  
Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.  
BRANCH  
HONGKONG HOTEL CORRIDOR.  
1559

## Business Notices.

### BELL'S ASBESTOS

EASTERN AGENCY, LTD.

### ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

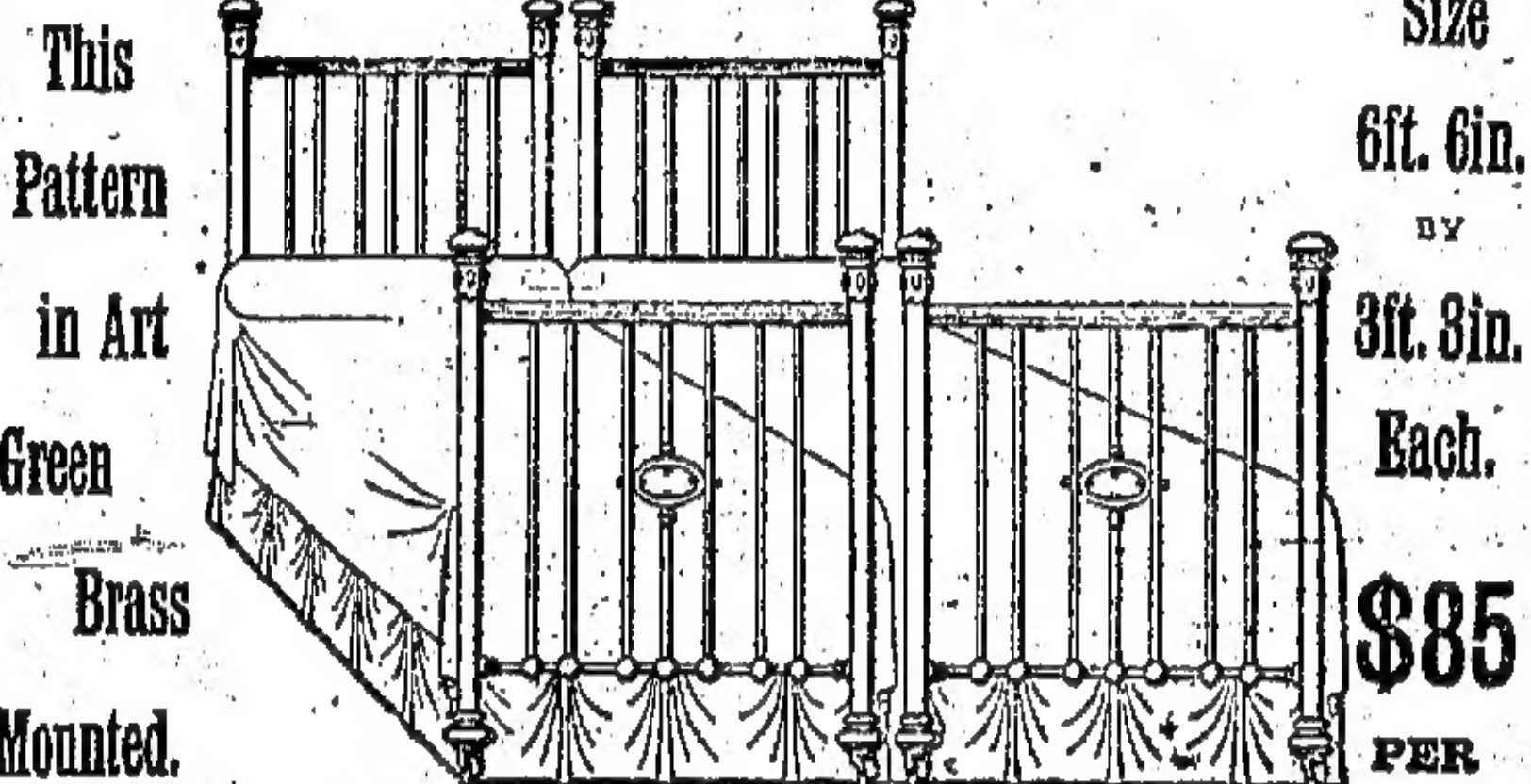
### PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

### LANE, CRAWFORD & CO.

### TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

### The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.  
Terms:—From 12s. per day. TOWN OFFICE:—3, DUDDELL STREET.  
Hongkong, March 27, 1905.

### STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED, WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to THE MANAGER.  
Hongkong, November 3, 1904.

### N. LAZARUS,

OPTICIAN, 10, D'AGUILAR STREET, HONGKONG.  
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.  
A. S. TUXFORD, Manager.  
Hongkong, October 1, 1904.

### D. NOMA, TATTOOER.

80, QUEEN'S ROAD CENTRAL.  
THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Outlines are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.  
Hongkong, August 2, 1904.

### CLARK'S STUDIO,

4, ICE HOUSE STREET.  
PORTRAITURE IN ALL STYLES.  
AMATEUR WORK A SPECIALITY.  
Hongkong, October 5, 1904.

### CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.  
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.  
FOR TERMS, APPLY TO THE MANAGER.  
Hongkong, April 18, 1905.

### 榮 CHEE WING & CO. 敬

28 & 29, LEE YUEN STREET (WEST) HONGKONG.  
DEALERS IN  
ALL Sorts of COPPER, BRASS STEEL IRON WARE, &c.  
STEEL GIRDERS and TEES.  
CORRUGATED IRON, FIG IRON, &c.  
Suits for  
SHOPS, ENGINEERS and HOUSE BUILDERS.  
Hongkong, May 29, 1905.

#### MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.  
Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.  
BRANCH  
HONGKONG HOTEL CORRIDOR.  
1559

## Business Notices.

### GREEN ISLAND CEMENT CO., LD.

### PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

### Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905.

### FAIRALL & CO.

### SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

### CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.  
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.  
Hongkong, May 20, 1905.

### HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
A. F. DAVIES, Acting Manager.

### THE CONNAUGHT HOTEL.

QUEEN'S ROAD CENTRAL.  
A FIRST-CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.  
Large and Lefty Rooms Elegantly Furnished. Hydraulic Elevators.  
Hot and Cold Water throughout. By cist. Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply  
THE MANAGER.

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
THE MANAGER.  
Hongkong, August 1, 1904.

### 'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT  
IN ONE GALLON AND FIVE GALLON TINS.

### THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

### W. BREWER & CO.

23 and 25, QUEEN'S ROAD, LEADING BOOKS.

Collins' Graphic English Dictionary  
Illustrated with Numerous Engravings, and 18 Full Page Coloured Plates ... \$3.00  
The Arabian Nights Entertainment ... 1.50  
Gulliver's Travels ... 1.50  
Aesop's Fables: Fully Illustrated ... 1.50  
Grimm's Fairy Tales: Illustrated ... 1.50  
Pears' Cyclopaedia ... .85  
Chamber's Concise Gazetteer of the World ... 6.50

Japan in Pictures, by Douglas Sladey ... 2.80  
The Pocket Atlas of the World ... 1.90  
Coral Reefs, by Darwin ... 1.50  
Boswell's Naval Annual, 1905 ... 18.00  
Pictures of the Year, 1905 ... .80  
Macao, by J. Dyer Ball ... 1.50  
Whitaker's Poore's, 1905 ... 2.50  
Collins' Gem Pocket Dictionary ... .90  
New Book of Views of Hongkong, Canton and Macao; 24 Views ... 1.00  
A Set of Post Cards, 28 for ... 2.80

### KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Telephone No. 75.  
**Caldbeck, Macgregor & Co.,**  
SOLE AGENTS,  
15, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905.



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF

**DIAMOND JEWELLERY AND ENGLISH SILVER WARE.**  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PRINCE-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

**EASTMAN'S KODAKS AND FILMS.**  
44, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
84, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**mitsui BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE: 1, SUNAGA-CHO, TOKYO.  
LONDON BRANCH: 24, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Cebu, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonomaki, Moji, Wakamatsu, Kamaishi, Nagasaki, Kuchinotsu, Sasebo, Matsuyama, Mito, Hakodate, Tokyo, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokkaido, Honjo, Kanada, Fujinotsu, Mameda, Mannoura, Otsu, Otsu, Sasahara, Teikoku, Yoshinotsu, Yoshio, Yonokihara, and other Coals.

S. MINAMI, Manager, Hongkong.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.**

**WELLINGTON KNIFE POLISH**

**WELLINGTON SILVERSMITH'S BLACK LEAD SOAP FOR CLEANING PLATE.**

**WELLINGTON PLANT METAL POLISH**

**DINNEFORD'S**

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

**DINNEFORD'S MAGNESIA**

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

It pays you to buy the best, & the best of all cocoas is

# van Houten's Cocoa

Try it.

It is a pure soluble cocoa with a delicious natural flavour which you cannot fail to enjoy.

"Pure and unadorned."—THE LANCET.  
"Perfect in flavour. Pure and well prepared."—BRITISH MEDICAL JOURNAL.  
"A perfect beverage, combining strength, purity and solubility."—MEDICAL ANNUAL.

**BEST & GOES FARTHEST.**

## Intimations.

**mitsu BISHI CO.**

## COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AL, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.

## BRANCH OFFICES.

NAHASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

## AGENCIES.

SHANGHAI: H. J. H. THIPP.

HONGKONG: H. U. JEFFRIES.

YOKOHAMA: M. ARADA.

CHUNKIANG: GEARING & Co.

MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea, and America. SOLE PROPRIETORS of Takashima Ochi, Shindaw, Nanzanta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzon Coal. Sole Agents for Kigyo, Komatsu (Tagawa) and Yoshinotsu Coal (Karatsu). The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,620,000 tons.

## TAKASHIMA COAL.

Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

## TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
7.30 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 12.30 p.m. Every 10 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 10 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 10 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 10 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 10 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 10 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 10 minutes.  
7.30 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 12.30 p.m. Every 10 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 10 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 10 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 10 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 10 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 10 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 10 minutes.  
7.30 p.m. to 8.00 p.m. Every 15 minutes.

**SUNDAY.**  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 12.30 p.m. Every 10 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 10 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 10 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 10 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 10 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 10 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 10 minutes.  
7.30 p.m. to 8.00 p.m. Every 15 minutes.

**NIGHT CARS as on Week Days.**  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangements at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, December 30, 1904.

## ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.  
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.

T. F. P. SPYROPOULOS, Proprietor.  
Hongkong, February 16, 1905.

## 'SIR ROBERT HART'S MEMORANDUM'

A Series of Articles on Sir Robert Hart's Services for the Improvement of China. Reprinted from the China Mail. To be had in pamphlet form at this Office.

Price 50 Cents.  
Hongkong, July 4, 1904.

## JUST UNPACKED

A Consignment of the Well-known PLASMON BISCUITS. They contain 20 per cent of PLASMON and are more easily digested and afford greater nourishment and sustenance than any other. PLASMON raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties.

SWEET PLAIN (Unsweetened), WHOLE MEAL AND CEREAL.  
H. RUTONJEE  
Hongkong and Kowloon.

Hongkong, June 23, 1905.

## Intimations.

## CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above-named Company will be held at the COMPANY'S OFFICE, 81, George's Building No. 6, Connaught Road, Victoria, on SATURDAY, 8th day of July, 1905, at 11.30 in the Forenoon, when the subject of the resolution which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION: That the Capital of the Company be increased to \$500,000, by the creation of 20,000 new shares of \$10.00 each.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, June 21, 1905.

## THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICE, 81, George's Building, on SATURDAY, the 15th JULY, at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th APRIL, 1905, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th JULY, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.  
Hongkong, June 27, 1905.

## CHINESE ENGINEERING &amp; MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share free of Tax, for Account of the twelve months ending last February has been declared by the Directors of the above company. Coupon No. 4 is payable immediately at The Chartered Bank of India, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, June 28, 1905.

## NOTICE.

ALL Persons having Claims against Mr JAMES R. SYMINGTON, Civil Engineer, are requested to send in, in writing to his Attorney, WILLIAM JAMES HOBBS, C/O the undersigned when they will be promptly liquidated. Unless such claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised. Dated the 5th day of July, 1905.  
JOHNSON, STOKES & MASTER,  
8, Des Voeux Road Central.  
Solicitors for the said Mr WILLIAM JAMES HOBBS, Attorney for the said James R. Symington.  
Hongkong, July 5, 1905.

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 75.  
Iron, Wooden and Taishek Barriers, widening of Channels through.

NOTICE IS HEREBY GIVEN that the Channels through the Iron and Wooden Barriers in Colinson Reach and Taishek Barrier in Bloisheim Passage, have been widened and deepened as follows:—IRON BARRIER, 420 feet of the Central Section of its Northern end, have been removed, leaving a passage 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (or Bridge) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 15 feet at low water of Spring Tides.

TAISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night, and Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWELL MAY,  
Harbour Master.

Approved F. J. MAYERS,  
Acting Commissioner of Customs.  
Custom House,  
Canton, July 3, 1905.

## CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. B. C. Code, 4th Edition.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, March 14, 1903.

## ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.  
We beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Speciality.

VICENTE BARNENILLA, Proprietor.  
Hongkong, April 10, 1905.

## SING ON &amp; CO.

No. 35 & 37, HING LOON STREET.  
IRON, STEEL, METAL AND HARDWARE MERCHANTS.  
Retail and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. Prices Moderate.  
Hongkong, December 14, 1904.

## ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Rules for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.  
"China Mail" Office, May, 1904.

## Intimations.

IT'S RAINIER BEER

I DID, I DO, I WILL ALWAYS SWEAR RAINIER BY FOR REFRESHMENT AFTER RECREATION.

M. J. CONNELL,  
Distributing Agents.

FOR SALE BY ALL DEALERS.  
Hongkong, May 13, 1905.

PEEK, FREAN & CO.'S  
CELEBRATED LONDON  
BISCUITS AND CONFECTIONERY.NEW STOCK JUST ARRIVED OF  
SMALL BANANAS,  
SWEET WALNUTS,  
ASSORTED FRUITS,  
PAT-A-CAKE.

OBTAINABLE AT ALL GENERAL STORES.  
Hongkong, May 30, 1905.

## To Let.

TO LET.  
FROM 1st August next, TOP FLOOR at 25, DES VOEUX ROAD CENTRAL, suitable for Offices.  
Apply to  
DANG CHEE SON & CO.,  
25, Des Voeux Road Central.  
Hongkong, July 5, 1905.

TO LET.  
49 POTTINGER STREET.  
Apply to  
ARRATON V. APOAR & CO.,  
45, Wyndham Street.  
Hongkong, July 4, 1905.

TO LET.  
SEMI-DETACHED VILLAS Two in Garden Road near the Ferry with fine Bright and Airy Rooms. Gas and Electric Bells laid on. Commanding fine view of the Harbour. Rents very moderate.  
Apply to  
H. RUTONJEE,  
5, D'Aguiar Street, Hongkong.  
36 & 37, Elgin Street, Kowloon.  
Hongkong, June 8, 1905.

TO LET.  
SHOP, No. 14, QUEEN'S ROAD CENTRAL.  
First floor, No. 12, QUEEN'S ROAD CENTRAL.  
Second floor, Nos. 12 & 14, QUEEN'S ROAD CENTRAL.  
Apply to  
S. BENEY,  
Hongkong Hotel.  
Hongkong, June 7, 1905.

TO LET.  
'PARKSIDE'—Kowloon, a SIX ROOMED DETACHED HOUSE standing in its own grounds, facing the King's Park.  
For particulars, apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, May 23, 1905.

TO LET.  
NO. 3, GRANVILLE AVENUE, KOWLOON. Electric Light. Immediate possession.  
Apply to  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, June 20, 1905.

TO LET.  
GODOWN No. 3, NEW PRATA, Kennedy Town.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, June 27, 1905.

TO LET.  
AN UNFURNISHED ROOM and BATHROOM, suitable for a Bachelor, at No. 3, DUNDRELL STREET. Also a GODOWN, Cheap Rental.  
Apply to  
McEWEN, FRICKEL & CO.,  
Hongkong, May 5, 1905.

TO LET.  
TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.  
MODERATE RENTALS.  
Apply to  
HUMPHREYS' ESTATE & FINANCE CO., LTD.  
Hongkong, February 20, 1905.

TO LET.  
HONGKONG CLUB.  
TO LET.

TO LET.  
2 ROOMS, on the Ground Floor of the Annex, from 1st September next, suitable for Office.  
For particulars, apply to the undersigned.  
C. H. GRAVE,  
Secretary.  
Hongkong, June 1, 1905.

TO LET.  
NO. 5, EAST AVENUE, Kowloon. Possession from 1st July, 1905.  
Apply to  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, May 4, 1905.

TO LET.  
TOP FLOOR of No. 19, Robinson Road, Kowloon. A most desirable 4-Roomed Flat. Grand View of Lyceum Park. Moderate Rent.  
Apply to  
THE ANGLO-AMERICAN STORE.  
Hongkong, June 21, 1905.

TO LET.  
IMMEDIATE POSSESSION. No. 2 Belvedere Villas (No. 10, Kennedy Road)—AN 8-ROOMED HOUSE. Servants' Quarters detached. Recently renovated throughout.  
Apply to  
MOK KOOY-EUK,  
Company's Office,  
Butterfield & Swire.  
Hongkong, May 23, 1905.

## AN INSOLENT AUTOCRAT.

Of all the presidents of South American republics at the present day, not one is as well known as General Cipriano Castro. He has succeeded in enrolling his country with most of the leading nations of the world—Great Britain, France, Germany, Italy, Holland, and the United States—and has made the name of Venezuela exceedingly distasteful to them. Only in a Spanish-American republic would such a ruler be tolerated. Some interesting details of this singular personage are given by a writer in the 'Daily Mail,' who signs himself 'V.' Castro was originally a muleteer and cattle-smuggler, and he started on his career with a following, 'army' they call it in Venezuela, of 23 muleteers and smugglers. This force grew as it went on, and eventually landed its leader in the presidential chair at Caracas. Once there he knew how to retain his position.

As 'V.' says: "All his enemies are killed or imprisoned in the dungeons under Maracaibo's old fort, or else exiled to Bogota, Paris, New York, or London." He has governed Venezuela with despotic power for half a dozen years. His ignorance is phenomenal. In a conversation with the author of the article in the 'Daily Mail' he showed his contempt for England and Germany, and the writer heard afterwards that he was unaware of the existence of India and Australia. He believes that the one war-ship he has seen in his life, the Presidente Sarmiento, belonging to the Argentine Republic, is the most powerful in the world. During the dispute with the United States, which is not yet settled, he talked of marching through the isthmus, and invading North America; and at La Guayra, the port of Caracas, he mounted some old guns, originally made for the Boers, in the full belief, that he could offer a successful resistance to the great northern power.

President Castro is described as a thick-set, keen-eyed man, not more than five feet high, and showing his Indian blood plainly. It is well known that he detests Mr Bowen, the United States Minister, because that successful diplomatist is of gigantic stature. As is often the case with rulers of his kind, though hated by men of business and well-to-do people, Castro is popular with the masses. He gives them endless concerts, dances, and bull-fights. He often goes to bed at 8 o'clock in the morning, and receives visitors at mid-day in his night dress. Anyone may approach him. He throws money to small-boys in the streets, and treats passants to cigars and cheap spirits. He once gave a great feast in the palace at Caracas, where costly viands and fine champagne were free to all, including even the beggars in the streets. Cunning, treacherous, and utterly without principle, he rules by appealing to men's lowest motives. It is said that the heads of all the Government departments, members of Congress, and even the judges, are merely creatures in his hands. 'There is at this hour,' writes 'V.', 'not the slightest chance of any rival ousting him from his remarkable position as insolent and autocratic dictator.'

## Dentistry.

## THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN,  
37, Des Voeux Road Central, Hongkong.  
From the University of Pennsylvania, U.S.A.  
Hongkong, July 28, 1904.

## KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS).  
TAI SAN STREET, CANTON.  
March 10, 1905.

## S. S. TING, Surgeon Dentist.

No. 14, D'AGUIAR STREET.  
PLANS VERY MODERATE.  
Consultation Free.  
Hongkong, April 24, 1904.

## DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.  
51, QUEEN'S ROAD CENTRAL.  
Hongkong, July 28, 1904.

## GRIMAULT &amp; Co Medicinal Skin Soap

GRIMAULT & Co  
MEDICINAL SKIN SOAP

Recommended by eminent dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERE, PARIS.

For sale by A. R. WATSON & Co., Chemists.







# THE CHINA MAIL.

Ask for  
**TANSAN**

A NATURAL MINERAL  
WATER Bottled at the  
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

For Case of 48 Pints ..... \$5.50  
For Case of 100 Pints ..... \$8.00

**Crisp,  
Delicious,  
Invigorating.**

Drink  
the  
World  
Renowned  
Nerve and  
Muscle  
Strengthening.

THE Original and Genuine J. Clifford-Wilkinson's.

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, for depressed

Spirits.

**TANSAN**

Can be obtained at all 1st Class

Hotels and Bars in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

**J. CLIFFORD-WILKINSON.**

**H. PRICE & CO.,**

12, QUEEN'S ROAD,

Sole Agents for Hongkong.

Hongkong, June 3, 1905.

**WM. POWELL,**

LIMITED.

ALEXANDRA

BUILDINGS.

**EX B.S. 'PESHAVER'**

**NOW ON SHOW.**

A NICE SELECTION

OF THE

**NEWEST**

**Millinery**

also

**Lace**

**Collars**

and

**Berthas**

**WILLIAM POWELL,**

LIMITED.

**HONGKONG.**



TRADE MARK.

Patent No. 135.

**BOTTLED ALES AND BEERS.**

Ind Coops & per doz. per doz.

Co. Ale ..... 8, Pts. \$16.00 \$2.10

Base, Light ..... 4, Pts. 18.00 4.50

Do. .... 8, Pts. 20.00 5.00

Base, Dark ..... 4, Pts. 25.00 6.25

Do. .... 8, Pts. 28.00 7.00

Amstel Pilsener, 4, Pts. 18.50 4.15

Do. .... 8, Pts. 20.00 5.00

Blatz, American, 4, Pts. 27.00 6.75

Do. .... 8, Pts. 28.00 7.00

Yabai, Japanese, 4, Pts. 15.50 3.88

Light ..... 8, Pts. 16.50 4.13

**BOTTLED STOUT.**

Ind Coops & per doz. per doz.

Guinness, Dark, 4, Pts. \$18.50 \$2.35

Head, 4, Pts. 19.00 5.00

Guinness, Dark, 8, Pts. 24.00 6.00

Head, 8, Pts. 24.00 6.00

**SOLE AGENTS:**

**H. PRICE & CO.,**

12, Queen's Road Central.

158

**THE HONGKONG FROZEN FOOD**

**SUPPLY.**

The

**DAIRY FARM CO., LD.,**

PROPRIETORS.

WE RECOMMEND A TRIAL OF

**MARLENE.**

EXCELLENT FOR COOKING

PURPOSES, AND OFTEN USED

INSTEAD OF TABLE BUTTER.

Price: 40 cents per lb.

**IN HALF-POUND PATS,**

at 20 cents.

Hongkong, July 6, 1905.

1278

**A. S. WATSON**

& Co., Ltd.

**WATSON'S**

**SCOTCH**

**WHISKY.**

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

**FINE FLAVOUR**

and

**MELLOWNESS**

ATTAINED ONLY BY

**GENUINE**

**QUALITY**

and

**GREAT AGE.**

Per Dozen \$16.50.

**A. S. WATSON & CO.,**

LIMITED.

**WINE AND SPIRIT MERCHANTS.**

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

**BIRTH.**  
On June 30, 1905, at Latham House,  
Singapore, the wife of H. M. CLARK,  
A. M. Inst. C. E., of a Son.

**MEMOS. FOR TO-MORROW.**  
Meeting.  
11.30 a.m.—Meeting of China Light  
& Power Co., Ltd., at the Company's  
Office.

**Auctions.**  
11.30 p.m.—Auction of Household Fur-  
ture, at Mr. Geo. P. Lammer's Sales  
Room.  
Noon—Auction of 1 Oldsmobile Car, at  
Mr. Geo. Lammer's Sales Room.

**General Memoranda.**

**TUESDAY, July 11.**  
Goods per *Pakhar* not cleared at 4  
p.m. on this date subject to rent.

**WEDNESDAY, July 12.**  
Goods per *Dendighishie* undelivered after  
this date subject to rent.  
Goods per *Japan* not cleared at 4 p.m.  
on this date subject to rent.

**THURSDAY, July 14.**  
3 p.m.—Auction of Leasehold Property  
at Messrs Hughes & Hough's Sales  
Room.

**FRIDAY, July 15.**  
12.30 a.m.—Meeting of The Hongkong  
Electric Co., Ltd., at Co.'s Office.

**MONDAY, July 17.**  
11 a.m.—Auction of 300 Logs Hardwood  
at No. 3, Wing Wo Chan, Mongkok.  
3 p.m.—Auction of Leasehold Property  
at Messrs Hughes & Hough's Sales  
Room.

**TUESDAY, July 18.**  
3 p.m.—Auction of Leasehold Property,  
at Messrs Hughes & Hough's Sales  
Room.

**FRIDAY, July 21.**  
2 p.m.—Auction of Valuable Leasehold  
Property at Messrs Hughes & Hough's  
Sales Room.

**The China Mail.**

HONGKONG, FRIDAY, JULY 7, 1905.

**EDITORIAL COMMENT.**

The third test match

between Australia and

England has been played

—but not won or lost, as the time

limit insisted upon by the Home au-

thorities has allowed the Australians to

emerge from the contest with honours

even, though even Australia's most

ardent enthusiasts must admit that

England was in much the better

position when the match terminated.

A feature of the game was the admirable

batting of Mr. F. S. Jackson and Mr. J.

T. Tyldesley, the former compiling 144,

not out, in the first innings, and the

latter reaching the even century in the

second innings. Both scores were of

inestimable value to England, for with

the exception of Hayward's 60, none

other of England's team reached the

fifties. On the first day with a slow

wicket the Englishmen compiled 301

runs, which can be considered as fairly

good scoring. The wicket seems to

have improved on the second and third

days, although the progress would

appear to have been somewhat slow on

the second day, but on the third day we

find it was fast, and a fast wicket is con-

ducive to high scoring. The rate of scor-

ing appears to have been fairly even,

though the Australians' wickets fell with

greater rapidity than the Englishmen's.

At the close of the second day's play

England had 275 runs to the good and

had eight wickets still to fall. Their

position was solid and victory seemed

assured. On the batting of the

Australians in the previous test mat-

ches and their form in the present

match it appeared improbable that

they would be able to equal even this

amount in the second innings. Mr

Jackson, however, allowed his side to

remain at the wickets until an addi-

tional 126 runs had been added,

leaving the Australians with 401 runs

to get to win. It may be fairly

assumed that these additional runs

were not scored in less than one hour

and a half, probably a little more, which

would leave the Australians four hours

and a half, or under, to reach the

requisite total. The task appeared to

be beyond their powers, and their only

hope left was to make the game a

drawn one. Their rate of scoring must

have been steady, seeing that in the

time at their disposal they only

aggregated 224, and that on a

fast wicket. Noble proved to be

the mainstay of the Australians, and

this is not the first time he has been

so—but he received assistance from

Hill, Armstrong and Gregory. The

latter player, who scored 32, not out,

has almost earned the name of veteran,

judging from the number of times he

has represented Australia, but he is

still comparatively young. At times he

plays dashing cricket, but in emer-

gencies has plodded steadily along,

content with keeping his wicket up and

allowing his partners to do the run-

getting. This may have been the case

with the present match—in the absence

of more definite information we may

assume it was so. Warren's bowling

feats will be welcomed heartily by all

his friends, and especially Derbyshire

enthusiasts, for Warren has played for

this small county for a considerable

length of time, and locally has been

long considered as worth his place in

the all-England Eleven. His success

on his first appearance will, therefore,

be all the more acceptable to cricketers

in the county mentioned. Now that

two out of the three test matches have

resulted in drawn games it is to

be hoped that the M. C. C. will

receive and consider in a more

liberal spirit the contentions put for-

ward by those in favour of playing out

the test matches. It has been argued

that the loss of time which would be

entailed by allotting five days or more

to each of the five test matches would

be detrimental in the extreme to county

cricket, especially in view of the short-

ness of the English season. There is

## LOCAL AND COAST NEWS.

Mr. Mansfield, British Consul, has re-  
turned to Amoy with his daughter, much  
to the delight of the whole of the com-  
munity, who welcome him back to his old  
post.

Eugene Sandow, with all his strength,  
has been unable to resist the onslaught of  
dengue fever. He was laid low on June  
29, and had to cease performances for  
several days.

The inspection of the police force yester-  
day afternoon by His Excellency the  
Governor took place under most unfor-  
tunate weather conditions. Shortly after  
3.30 the men fell in, looking a creditable  
body (notwithstanding their uniforms,  
which are not as smart as they might be),  
but almost immediately rain commenced to  
fall and by the time the Governor arrived  
the men were completely drenched. His  
Excellency no doubt made allowances for  
this, but the inspection was a very thorough  
one. To each of the Europeans some re-  
marks were addressed and many questions  
put, and on a second round His Excellency  
examined the men's rifles. The men on  
parade numbered 210, composed of Euro-  
peans 21, Indians 96 and Chinese 104.  
Subsequently His Excellency spent a con-  
siderable time examining the station pre-  
mises, offices, and books, etc.

To Volunteers.

The Right-halt, No. 1 Company,  
H.K.V.A., will hold their third com-  
petition for Captain Macdonald's Cup at  
the Tai Hang Range, next Sunday, the 9th  
inst., at 10 a.m. sharp. Members are re-  
minded that no ammunition will be obtain-  
able on the range.

Diary of the War.

Part XXIV. of the Japan Chronicle  
"Diary of the Russo-Japanese War," now  
issued and procurable at Messrs W. Brewer  
& Co's, covers the period from April  
4th to the 6th ultimo. Three of the pages  
of illustrations reproduced in colotype  
deal with events at Port Arthur during  
the siege, showing the Japanese transport-  
ing heavy guns and shells to 203-metre Hill  
and also the destruction wrought on one of  
the Russian forts by the Japanese fire.  
The fourth page, entitled "Scenes at  
Mukden," contains two photographs—one  
showing a Chinese captured and about to  
be executed for cutting the Japanese field  
telegraph during the battle, while another  
is a gruesome picture of the horrors of war.  
On the cover of this number is a diary  
brought down to the 16th instant, which  
enables the reader to see at a glance the  
principal events in the present campaign.

Unappreciated Music.

Mr. L. Comar, proprietor of the Maine  
Hotel, Des Vaux Road, appeared at the  
Magistracy, this morning, to complain of  
the noise created by a tenant occupying a  
portion of the same building. The defen-  
dant was shown to be employed constructing  
records for an American gramophone com-  
pany and for that purpose had a Chinese  
band playing on the premises during the  
day and worked some electrical machinery  
at night. The complainant objected most  
strongly to the music (?) of the band which  
he thought should be discouraged further  
west or somewhere out of the European  
quarter of the city where it might be  
appreciated. His boarders had complained  
of the noise and left the hotel in conse-  
quence of it so that his business was suffer-  
ing. Mr. G. N. Orme ordered the defen-  
dant to abate the nuisance within seven days  
and advised him to make other arrange-  
ments to carry on his business in the  
Chinese quarter of the city.

WEATHER REPORT.

The following notice is issued by Mr Figg  
of the Hongkong Observatory:—  
On the 7th—at 11.55a. Barometric  
changes are unimportant.  
Gradients continue slight, and light to  
moderate S.E. and S. winds may be ex-  
pected in the Formosa Channel and the N.  
part of the China Sea.  
Forecast.—light to moderate S.E. winds;  
showery.

A curious phenomenon observed on  
railways in



Captain Pybus—When you found the ship would not start and trial to go anchor—I was confident she would go round.

There must have been a time when you could see the ship. How round. Did you not think it necessary then? The first mate was clearing the anchor. Witness explained the method of securing the anchor and said that it would take about four minutes to get them clear; they could not be let go with a run.

Referring to the chart and log book witness said he had them and his waist to save them. He saved the log book, but lost the chart, which he thought must have slipped from him when the captain broke. They kept a log, but that also was lost.

Captain Pybus—How did the mate have time to write up his private log to the time of stranding? Did he sit down at the time you were running out anchor, etc.? No. That was written up when he got back to Hongkong.

How was your ship heading when she stranded?—West by north.

And when she got off the rocks?—I cannot say.

Captain George—Do you know the sailing qualities of your ship in ballast trim?

No.

Were you on deck at 4 a.m. when the second officer relieved the first officer?—No. As I explained I had rickied my back. Are you quite sure you were not on deck then?—I cannot be positive to that.

Did you leave any orders with the chief for the second officer?—Yes, to call me when land was sighted. The second officer communicated with me through the night, and I went on deck at 6 o'clock, and land was then in sight. I kept close into land because I was confident I could go about.

You did not know the qualities of your ship and yet you listed?—I knew very well that a ship of her class should go round. When she paid off the tide caught her and prevented her from going faster.

When the "Robert Cooke" took you to land you anchored in 12 to 13 feet of water; what is your draught?—10½ feet. We let go anchor soon after the Captain wanted.

Could the second officer have got at the charts whenever he wished to?—Yes.

Captain Robert—Was it the dock log or your official log that you lost?—Both of them. The dock log was lost while the crew were in the boats.

To the "resident"—This was the first time I had the ship in ballast; when fully loaded she could sail well.

Mr Wilkinson put in certificates of the previous service of the Captain in the service of Messrs Shaw, Saville and Company, and also as master of "Narcissus," in which vessel Captain Chamberlain had been for 13 years.

In answer to a question by Mr Wilkinson witness denied being drunk on May 31. He stated he was perfectly sober when he left Hongkong. He took a glass of whisky occasionally, but could not drink much spirits, as a few years ago he was snowed-blind, and he went strong on spirits now he would become completely blind.

Charles Mitchell, A.B. of the "Trawanoe," was next examined. He said:—On the morning of May 31 I went to the wheel at 6.30. While at the wheel I noticed the captain acting in a peculiar manner—not as he should do when sober. When we were leaving the harbour it was raining heavily. I was relieved from the wheel at 8.30 a.m. and later on at 11 a.m. I noticed the captain falling down on the poop in front of the mast at the wheel. Senior apprentice Gordon, who called the attention of the Chief Officer to it while on the forecastle head.

Mr Wilkinson—He can only speak for himself not for the crew!

The President noted the objection. Witness—The wind was variable, and during the afternoon we set the rest of the sails. At about 9.30 that night we "warped" ship; I was on the lookout at the time. At 6 a.m. on June 1 I went to the wheel again, when the ship was heading north-east by north, and was on the starboard tack, being at the most three miles from land. We were making about three knots per hour. There was about two points on the starboard bow, and there were two small islands on the port beam. The land on the starboard bow was like a bay with a point running out, and there was also a point of land on the port bow. At 6.30 while the captain was on deck—the ship commenced to break off, owing to the wind veering to the north. At 7.10 a.m.

The President—You are very accurate in your times.

Witness—The clock was right in front of me. The man at the wheel was to watch the clock. At 7.10 the Captain ordered me to strike seven bells. The Captain asked me how the ship was steering and I replied that she carried a lot of lee helm. At 7.45 he told me to strike eight bells. After telling me to "strike seven" bells the captain went below, returning to deck at 7.30. At 7.45 a.m. he told me to put the helm "hard a-lee." The ship came up three points to the wind, but refused to come any further. The land was very close, on our port bow—at the most half-a-mile distant. When the captain saw she would not come up in the wind he gave me the order to "strike eight bells," which I did. He then had the cross-jack and main-yard squared. The ship was gathering headway and as she headed N.W. she ran stem on the rocks, giving a sudden bump, her jibboom almost touching the cliff. I remained at the wheel until the second mate called me to give him a hand with the lifeboat. I expected her to ship on—I could hear no grating as of sand. Shortly after I left for Hongkong with the second mate. When I got back in the tow boat—the "Robert Cooke"—on June 3 at 7 a.m. the captain came alongside the tug in a lifeboat and told the captain of the "Robert Cooke" that he was too late, the bottom was out of the ship and he was unable to save it. Then the Chief Officer of the "Robert Cooke," Mr Purves and another gentleman, together with the boat's crew which returned from Hongkong went to look for themselves, there being nobody on board at that time. When we were hearing the ship some of those in the boat made a rush for the gangway to get on board.

The President—Well, does that matter?

Witness—Yes, when a ship's abandoned. When I saw that I made a dash myself and got on board first. I thought that if others not belonging to the ship, got on board first they could claim the ship as being abandoned. There was nobody on board; I could see the other boat near the "Larkin." When we got on board there was no one to give orders. Mr Martin, of the "Robert Cooke," said to Captain Chamberlain—Why don't you get the tow rope out? I then said to Captain Chamberlain—Why don't you get the tow rope out? The Captain replied: The rope is in your longer mate of this ship. I appoint the second officer mate. We were waiting for orders. We did not know what rope

they wanted, the thirteen inch wire spring or the rope alone. We were then told by the master to unhackle the spring and put the rope over the starboard low.

After we made the tow-line fast the Captain told all hands to take to the boats. All the crew were not on board, one or two were in the boats baling out. When the "Robert Cooke" came off we noticed that the ship came off easily.

The President—Well, you were away from the Captain from that time. You have no further evidence to substantiate your charge.

Witness—We asked for this inquiry because the Captain charged us with cowardice.

I have often seen the captain under the influence of drink; he was under the influence of drink all that morning. I can tell whether a man is under the influence of drink or not by his actions, by his walking or talking. The Captain did not go on board the "Robert Cooke," he remained in a boat alongside. On the morning of the stranding of the ship the captain held on too long as the ship would not stay; she was carrying her helm half way to lee.

Proceeding.

### SUPREME COURT.

IN BANKRUPTCY.

(Before Sir Francis Piggott, Chief Justice.)

A BANK IN DIFFICULTIES.

The Lai Hing Firm ex parte Ma Leung Po, public examination. Ma Fat Ting, managing partner, said the business was a goldsmith's shop and native bank. There were several partners, who were all away from Hongkong. The business had been in existence some score of years and the shares were originally 100, being taken over by him in 1893 at 100. The business was gold-leaf buying and lending money, and the average amount received during a year was about one or two million dollars. The money owing to creditors was \$988,416, due for money deposited in the bank. While the assets amounted to \$1,200,000 odd. Large sums of money were lent to various persons and concerns, one large borrower being the Wong Fung Company, controlling the Wai-sing Interiors of Kwongtung province. One amount borrowed was \$115,787, but last year some hundreds of thousands were lent; The Wong Fung would pay back the money, but it was difficult to get other money in whilst credit was poor.

The examination was postponed for a week.

### A SANITARY PROSECUTION.

Badly Drained Ground.

At the Magistracy, this morning, before Mr. G. N. Orme, Sir Paul Chater was summoned by the Sanitary authorities for neglecting to comply with a notice issued by the Sanitary Board requiring him to properly drain a piece of land occupied by him at Cadogan Street, Kennedy Town.

Mr J. Orange appeared in answer to the summons to represent Sir Paul Chater, and Dr. Pearce, M. O. R., at whose instance the prosecution was instituted, represented the Sanitary Board. He said that the trouble was one of long standing. Correspondence between Sir Paul Chater and the Sanitary Board concerning the condition of the ground had been going on for nearly two years. In May, 1903, a notice was served by the Board requiring that the land should be properly drained and pointing out that it was partly covered by pools of water. Some work was done, but another letter was forwarded to the owner pointing out that it was insufficient, and later still another letter was sent calling attention to the unsatisfactory way in which the work had been done.

A reply was received from Messrs Leigh and Orange who said that the nuisance was due to some work that was being carried out by the Public Works Department. The matter was allowed to stand over for some time as there appeared to be some grounds for this statement, but later he became convinced that the trouble was entirely due to the negligence of the owner and that he had no excuse for not complying with the requirements of the Board.

A second notice was then sent on Sir Paul Chater, and after he (Dr. Pearce) returned to the Colony from holidays at Home he found that the ground was still in the same condition and the nuisance still existed. Just before Christmas, last year he met Sir Paul Chater in the presence of Mr. Orange, who was then instructed that the work was to be done at once. Nothing was, however, done to remedy the nuisance, and he said that he had forgotten to attend to the matter and again promised that the work would be undertaken. Some work was then done on the ground by a few irregular and untrained drains being cut and an old one cleaned out but this was insufficient and it was then decided to prosecute.

On visiting the place yesterday he found several pools of water. He thought it was an extremely unsatisfactory way in which the work had been done, in fact all that had been accomplished might have been the result of the efforts of a coolie at 40 cents per day. Warning after warning had been given and he would now ask for the maximum penalty.

In evidence Dr. Pearce stated that he visited the place yesterday and was of the opinion that the pools of water on the ground were a menace to the public health because of the breeding ground that they supplied for mosquitoes. He did not find any mosquito lairs yesterday but had done so on other occasions. Some of the pools were a couple of feet long and as many inches deep. Inspector Connolly also gave similar evidence.

Mr. Orange denied that the pools of water were the size represented by Dr. Pearce and said that when he inspected the place yesterday after the rain he did not find any pool that was two feet long or an inch deep. The matter had given a great deal of trouble to both parties and he would promise that within the next three months the surface of the ground would be raised at least three feet above the present level. This would ensure its thorough drainage.

On this undertaking Mr. Orme ordered that the work should be commenced within 14 days and completed within three months, and further, ordered the defendants to forfeit \$10 per day up to the time of its completion if the order was not complied with in that time.

### THE PEACE PROBLEM.

Intimidating It.

(From Our Correspondent.)

Tokyo, June 25.

It is pretty generally accepted that in a multitude of counsellors there is found wisdom, but if all the counsellors speak with an exceeding loud voice at the same time and urge divergent advice the hapless recipient of this conflicting sagacity is apt to become slightly confused.

This is the position of the Japanese Government just now. We, who are well-versed in the island empire, are more or less apprehensive now than at any other stage of the war; This is the real crisis. For all time Japan has proved her prowess in the field, but her diplomacy, through it brought her splendidly through the French neutrality difficulty, is still upon its trial.

In my last letter I commented admiringly upon the sanity with which the people of Japan hailed the victory of the Tsushima Straits. Not one iota do I wish to modify that view in speaking of the country as a whole, but many of the recent utterances of publicists who have a considerable vogue supply food for fear. Human nature is the same in any part of the world, and a certain degree of exaltation of spirits was to be anticipated after the floating menace of the East had been swept from the face of the waters. This has been manifested in the schools of peace propositions which fill the newspapers. It cannot be said of the majority that they err on the side of generosity. Undoubtedly Japan owes it to herself to clip Russia's wings so close that she will not be able to essay another war flight after a brief period of recuperation. But almost without exception these amateur peace commissioners fail to appreciate that the imposition of unduly oppressive and humiliating terms upon Russia is the surest way of ensuring that when that war comes it will be waged by a united Russia. Only in "one" or two quarters have I detected signs that the broader view is being taken that the only certain way to prevent a ghastly aftermath is to now sow diplomatic seed that will in due time bring forth the fruit of friendship rather than the thorns of enmity. Unless Russia is dead to all better sentiments she is bound to feel and show gratitude if Japan permits her to extricate herself from her present humiliating position without losing face to an undue extent.

So far I have only spoken of elements which seem to make for future trouble. But there is comfort in the attitude of the Government. One recognises now the value of that inscrutability which drove traitors so many perplexed war correspondents at the beginning of last year. The Government remains calm and unperturbed and gives no sign what time the newspaper controversy on the peace question waxes and wanes, seemingly heedless of the expression of public opinion. But we know that every utterance which is of weight as reflecting the opinion of any responsible Parliamentary party or intelligent section of the community is carefully noted, and we are confident that any suggestions of value will be adopted, while those which are only noticeable because they are noisily pronounced will not receive serious consideration. Another hopeful circumstance is that one or two publicists of repute have had the temerity to publicly counsel moderation and to ask the press and people not to embarrass the Government by being too precipitate. In particular General Viscount Takashima, whose loyalty and patriotism are far beyond question, has ventured to was satirical at the expense of the Seven Professors. Perhaps you have not heard that since the inception of the war the Government has been favoured from time to time with warnings and counsel from these seven gentlemen from their stronghold, the University. In private it may be remarked that Japan is no exception to the remarkable rule that the most brilliant suggestions are invariably made by the learned men of peace. The minimum terms acceptable to the patriotic seven are:—An indemnity of Yen three thousand million; the cession of Saghalien, Kamtschatka and Primorsk; the annulment of the Russian lease in the Liaotung Peninsula; no interference in any arrangement Japan and China may make as to Manchuria; the retention of the Chinese Eastern Railway and the land on which it runs; the transference to Japan of all the Russian warships as well as all the vessels used by the Russian navy in the harbours east of Singapore and the transference of all the Russian mines and buildings in Manchuria.

General Takashima makes the following delightful comment upon these proposals: "Moderation must be sought in demanding terms, something the worthy Seven Professors seem to have forgotten. There is a famous number for bands of heroic personages. We have the Seven Wise Men in the Wood and the Seven Gods of Felicity and now we are blessed with the Seven Professors. Their policy if pursued to its logical conclusion would mean the swallowing of the whole world. A delightful operation doubtless, were it within the range of any digestion!" General Takashima does not stand alone. There are others who in directing their attention more particularly to the indemnity question urge that the considerations that should animate Japan in fixing the amount should not be a desire to financially cripple Russia or to make her the heaviest indemnity ever paid by a vanquished nation but a business-like resolve to recoup herself for the expenditure consequent upon the war and an allowance to cover the cost of the obligations which have come into existence since hostilities were commenced.

### THE WAR.

OPERATIONS IN MANCHURIA.

Moving on Vladivostok.

Our Tokio correspondent, writing on June 1, says:—Just as I was closing this letter a Japanese gentleman, who has on two or three occasions given me information which proved to be correct, called and told me to look out for news of the fourth army and Vladivostok.

I take this to mean that the army is not going to chance a termination of the war while the navy wears the most conspicuous laurels and that matters are being hurried on in Manchuria. The absence of any word from the fourth army strengthens this belief. It is also stated on good authority that a force of unspecified strength is even now on the seas and will land at Saghalien in a day or two.

As the possession of Vladivostok and Saghalien would enormously strengthen the hands of the Japanese Commissioners at the conference it is probable that a determined effort will be made to capture them without delay. I venture to think, however, from what I know of Vladivostok, that it will take some reducing.

INSURANCE HUMOUR.

Agent's Method with Chinese Ladies.

In a lively letter to his friends at home, the English representative of an insurance company in a Chinese port, tells of the device ways by which an insurance proposal is approached.

"One of my agents," he writes, "comes in and says, 'Please, master, wantches you come city side talkee one woman. Can take insure yiddin.' To which I reply 'More better you talkee mississio come my side, catchoe show (take dinner)'. This being arranged, the lady arrives in her chair, accompanied by two maid-servants and her body servant. I have to go out and shake hands violently with myself, then walk backwards over the gang-plank, while her maid helps her along. Her feet are perhaps 2½ in long, so progress is slow.

"Chinese ladies love to be asked how much everything costs, which is really a nice fashion, as they wear lovely stuff. She had gold bracelets up to the middle of the forearm, valued at £1,200, and pearls all over her body worth £5,000. Her coat of lovely light sherry-coloured silk took five months to weave, and cost a trifle of £80. She told me she had a No. 2 wife, her husband having four altogether.

"We have dinner of fourteen courses. She smokes cigarettes all the time, and I have to hand her every dish myself, and she has to rise and bow. She drinks port, sherry, beer, champagne (at 1s. 6d. a bottle), and then smokes a cigar. After dinner her maid gives her a silver basin and her powder-box and comb, and she does her hair. Then I take her to the theatre and we eat nuts, oranges, and biscuits.

"The next stage is that I accompany her to a Chinese festival at a temple up the river. After seeing a procession of two solid silver dishes and cups, and with gold chopsticks. There are eighty-six courses (believe it if you can!), and they include shark's fin, bird's nests, doves' eggs, and other luxuries. We drink native wine and tea. Another houseboat arrives alongside, containing her husband and three singing girls, one of whom he will probably buy as No. 3.

"Ask No. 3 if she is jealous, and she says, 'No, not a bit,' and asks me if No. 6 is really pretty in my judgment. It is all the queerest mixture of morals and manners. Up to now we have not even mentioned business, but after about three weeks' palavering she will eventually insure. It is a queer business, and one requires the patience of Job and a cast-iron digestion."

### JAPAN IN FUJIER PROVINCE.

Preparing for the Future.

(From Our Correspondent.)

Amoy, July 1.

We are waiting with great anxiety for news of the great battle that is expected to take place before long in Manchuria. Our admiration not merely for the pluck and soldierly qualities of the Japanese, but more especially for the administrative skill that they have shown in this gigantic war, is one that by no means diminishes with the lapse of time. It is my firm belief, however, that there are more surprises for the world than those that have already been supplied by the mastery and complete way in which preparations were made for the present campaign. We know that those were carried on for years, systematically, and with a thoroughness of detail that made victory an almost positive certainty.

The Japanese mind is an essentially organizing one, and just now in this region, with the same quiet perseverance and the same dogged persistency, they are working out commercial schemes that will result, when the war is over, and peace has been secured, in giving them a supremacy over all competitors no matter to what nationality they may belong. At the present moment Japanese agents, no doubt in the service of the Government, are sedulously working up the whole of the region lying between this place and Fochow for the purpose of finding out what are the trade possibilities and requirements of every city market, town, and important villages that are scattered over this wide area. Maps, beautifully drawn up and extremely accurate, have already been designed and printed showing all the chief and even minor roads that intersect this province. The Chinese are suspicious and entertain a belief that the Japanese are simply planning to become masters of it. My own idea is that they have no such intention, however. They are simply getting ready for the day when their large fleet of merchant steamers will be set free by the signing of peace, when they will bring their manufactures, and their goods into places that they know by personal examination what their common commercial needs are.

Where are the English and the Americans? Not a man of them is to be seen out of the port, whilst the Japanese are perpetually on the move waiting for the time when they shall capture the trade. They deserve success, for they have worked for it with that enthusiasm that has known no weariness.

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### To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL

For Particulars, apply to KELLY AND WALSH, Hongkong.

Or to the YOST TYPEWRITER CO., LD., 60, HOLBORN VIADUCT, LONDON, E.C.

Hongkong, January 8, 1904. 20-5

### NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRIMSHEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLER and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY. LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

### NOTICE.

DR NEWELL WILSON, DENTIST, has REMOVED his Office from Watkins Buildings to No. 2, PEDDERS STREET, opposite the Hongkong Hotel. Telephone No. 540. Hongkong, June 20, 1905. 1157

### ST. JOHN'S CATHEDRAL, HONGKONG.

9TH JULY, 1905: 3RD SUNDAY AFTER TRINITY.

MATINS (11 A.M.)

RESPONSES:—Ferial.

VEILITE:—Savage.

PSALMS:—Crotch, Macfarren and Turle.

THE DEUTERONOMY:—Tours in F.

BENEDICTUS:—Ferial.

ANTHEM:—Oh how amiable! Barnby.

HYMNS:—281, 359.

EVENING (6.45 P.M.)

RESPONSES:—Ferial.

PSALMS:—Davy, Fyner and Cusley.

MAGNIFICAT:—Smart.

NUNO DIMITTIS:—Monk.

HYMNS:—80, 238, 27.

SEVENFOLD AMEN.—Stainer.

(Sinfonia (I & II) Landon-Ronald.

VOLUNTARIES:—

Hongkong, July 7, 1905. 1318

### NAVIGAZIONE GENERALE ITALIANA.

(FIORIO & ROBERTSON UNITED COMPANIES.)

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden



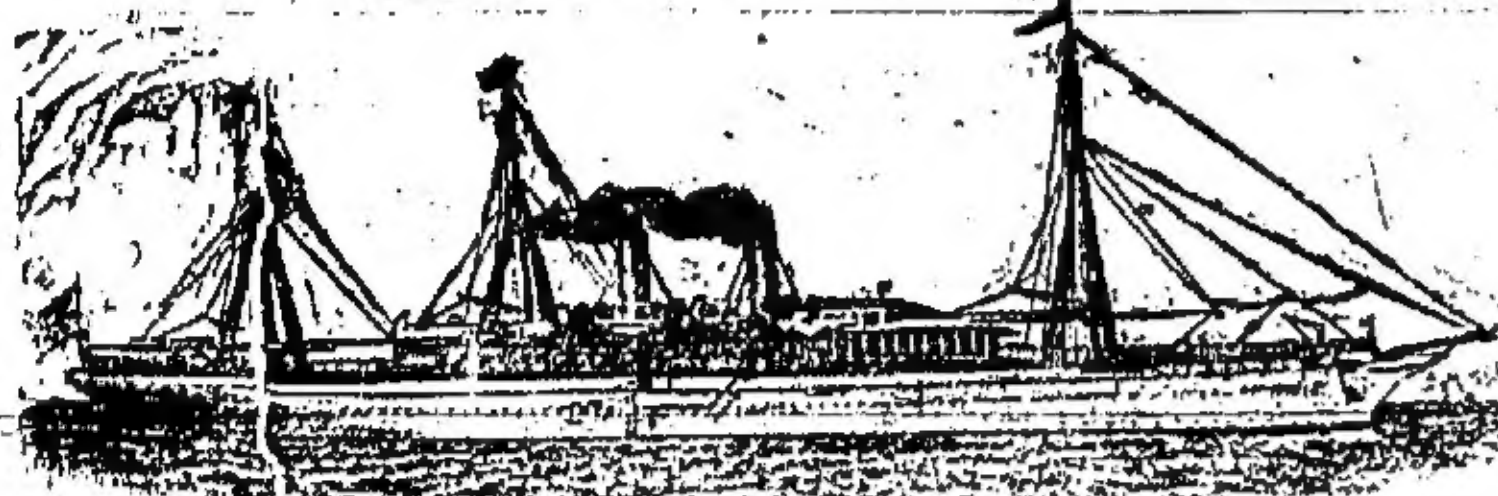
## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the undermentioned PORTS on the DATE

NAME	STEAMER	TO SAIL ON	REMARKS
YHAMA VIA SHAI MOJI & KOBÉ (passing through the Inland Sea).	FESHAUW	8 P.M. 8th July.	Freight only.
LONDON & ANTWERP, VIA SPORE, PANG, CLO, POIR, SAID AND MARSEILLES.	PALESTINE	8 A.M. 8th July.	Freight only.
LONDON & ANTWERP, VIA MANILA, SPORE, PANG, CLO, POIR, SAID AND MARSEILLES.	PALMA	About 12th July.	Freight only.
SHANGHAI, SPORE, PANG, CLO, POIR, SAID AND MARSEILLES.	COROMANDEL	About 12th July.	Freight and Passage.
LONDON, SPORE, PANG, CLO, POIR, SAID AND MARSEILLES.	SIMLA	10th July.	See Special Advertisements.

P. &amp; O. S. N. Co.'s Office, Hongkong, July 7, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. Saving 8 to 7 Days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).  
EMPEROR OF JAPAN, Com. E. P. YOUNG, R.N.R. 6000 Tons WEDNESDAY, July 12.  
EMPEROR OF CHINA, Com. R. ARCHIBALD, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.  
ATHENIAN, Com. S. ROBINSON, R.N.R. 3882 Tons WEDNESDAY, Aug. 3.  
EMPEROR OF INDIA, Com. E. BETHAM, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.  
TARTAR, Com. W. DAVIDSON, R.N.R. 4425 Tons WEDNESDAY, Sept. 13.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62. Intermediate on Steamers, £40. " " £42. " " £40. " " £42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (from class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET, Hongkong, July 6, 1905.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOU, KOBÉ &amp; YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NUMANTIA 4370 PRINCE 10th July 1905.

ARABIA 4483 MEZERITHIN 10th Aug. 1905.

ARAGONIA 5198 SCHULTZ 10th Aug. 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, June 24, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW.	OLARA JESSEN, Capt. BENDEXEN.	SUNDAY, 9th July.
TAMSWI, VIA SWATOW AND AMOY.	PROTEUS, Capt. KRABBE.	SUNDAY, 9th July.
ANPING, VIA SWATOW AND AMOY.	PROMISE, Capt. THORSTENSEN.	WEDNESDAY, 12th July.
TAMSWI, VIA SWATOW AND AMOY.	FRITHJOF, Capt. H. HARALDSEN.	SUNDAY, 10th July.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.  
\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 5, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
PLIADIS	3783	F. G. Purington	About July 12.
SHAWMUT	3606	E. V. Roberts	About July 20.
TREMONT	3606	T. W. Garlick	About Aug. 8.

Cargo only.

SHIP'S FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, Apply to

Dodwell &amp; Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, June 28, 1905.

## Shipping.

## OCEAN STEAMSHIP COMPANY, LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	KRENN	10th July.
GLASGOW AND LIVERPOOL	PATROCUS	14th July.
GLASGOW AND LIVERPOOL	PARING	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	22nd July.
GLASGOW AND LIVERPOOL	ANTHON	26th July.
GLASGOW AND LIVERPOOL	MACHAON	30th July.
GLASGOW AND LIVERPOOL	ORISTES	3rd August.
GLASGOW AND LIVERPOOL	ULYSSES	7th August.
GLASGOW AND LIVERPOOL	OTACOR	11th August.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCOS	9th July.
LONDON, AMSTERDAM & ANTWERP	HYEON	13th July.
* GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	17th July.
LONDON, AMSTERDAM & ANTWERP	AXAX	21st July.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	25th July.
* GENOA, MARSEILLES & LIVERPOOL	SEROTON	29th July.
LONDON, AMSTERDAM & ANTWERP	PAKING	2nd August.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA	MACHAON	7th August.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	TELEMACHUS	15th July.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, July 7, 1905.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	10th July.
MANILA	TEAN	11th July.
CEBU & LOILO	SUNGLANG	11th July.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINGTU	13th July.
CEBU & LOILO	KAIPONG	14th July.
KOBÉ	TAIWAN	15th July.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, July 6, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	July 8, at Noon.
RUBI	2540	A. H. Notley	Manila	July 15, at Noon.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

Hongkong, July 8, 1905.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).



S.S. INDRAWADI About 31st July.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, June 29, 1905.

## FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship KENNERCO, will be despatched on or about TUESDAY, the 25th July.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, July 6, 1905.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at the Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL.

ST HUGO About Aug. 4.

SHIMOSA To follow.

For Freight and further information, Apply to DODWELL &amp; CO., LTD., Agents.

Hongkong, June 27, 1905.

## Shipping.

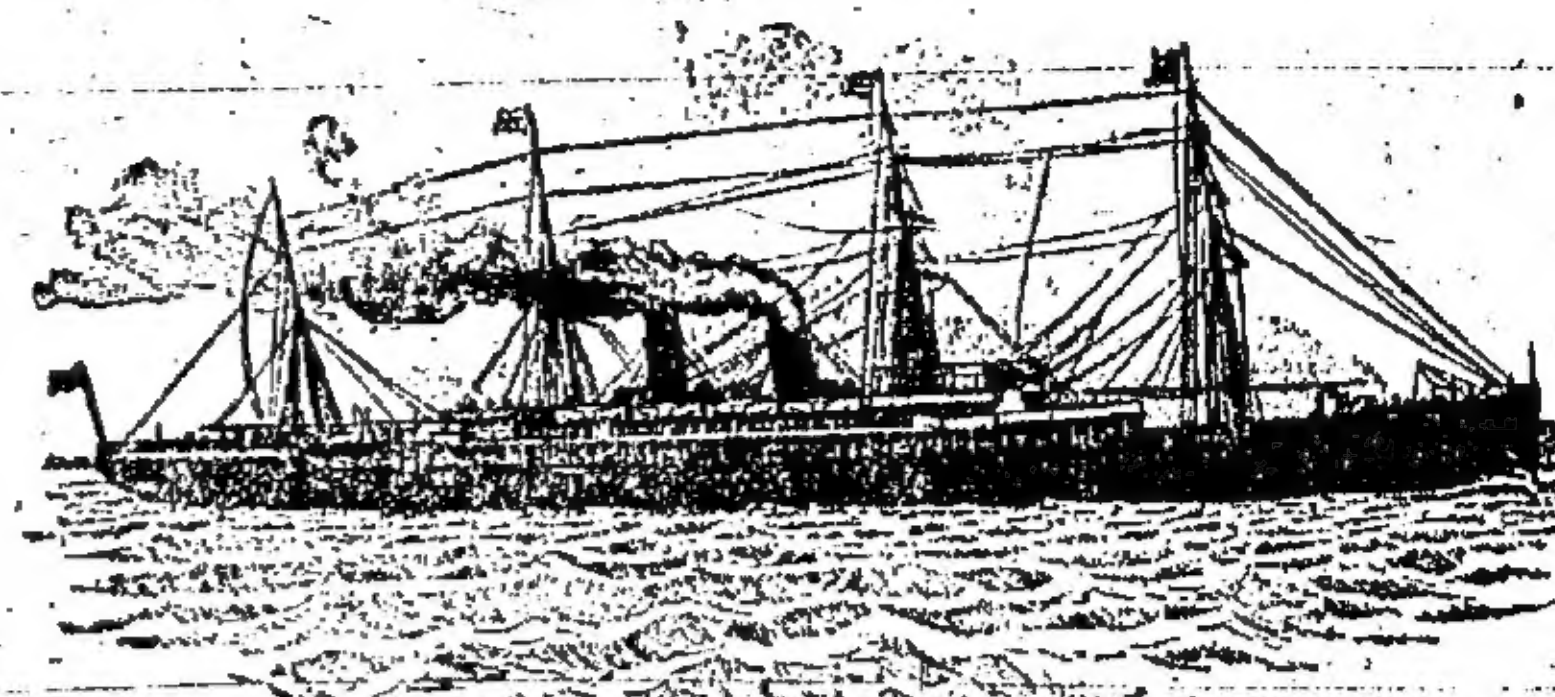
## PACIFIC MAIL S.S. CO.,

OCCIDENTAL AND ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU on OAHU, on the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

MONSIEUR	GROSS TONS	TO SAIL
CHINA	5,000	TUESDAY, 18th July, at Noon.
DORIC	4,784	FRIDAY, 22nd July, at Noon.
MANGHURIA	13,639	FRIDAY, 18th Aug. at Noon.
KOREA	11,275	FRIDAY, 1st Sept. at Noon.
COPTIC	4,362	TUESDAY, 19th Sept. at Noon.
SIBERIA	11,384	TUESDAY, 26th Sept. at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,275 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBÉ, (ENLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 18th July, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, July 6, 1905.

S. SILVERSTONE, Agent.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, SOUVA, BATA & SAMARANG	ONSANG	SATURDAY, July 8, at 3 P.M.
+ SHANGHAI	WONGSANG	TUESDAY, July 11, at 3 P.M.
TIENSIN	WOSANG	MONDAY, July 17, at 8 P.M.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

705

SOUTH AFRICAN LINE OF  
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S.	CAPTAIN
S.S. SWANLEY	J. P. DAWSON.
S.S. COURTFIELD	J. W. MARTIN.
S.S. ORANLEY	W. E. SEZELLE.
S.S. IZAL	M. ROBERTSON.
S.S. ASOCI	C. E. COX.
S.S. LOTHIAN	J. G. WILLIAMSON.
S.S. INKUM	E. S. PEARSE.
S.S. SIEH	J. ROWLEY.
S.S. SOFALA	GET SHEPHERD.
S.S. INDRASHAMA	R. P. GRAVEN.
S.S. INDRAVELLI	J. CULLINGTON.
S.S. SEADLA	C. E. BROWN.
S.S. CATHERINE PARK	COPE.
S.S. INKULA	DEAN.

For Freight, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, February 2, 1905.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING.

Captain J. G. SPENCER, will be despatched for the above Ports on TUESDAY, the 11th Inst., at Noon.

For Freight or Passage, apply to D. SASSOON &amp; Co., Ltd., Agents.

Hongkong, July 6, 1905.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship TUNKIN.

Captain CHARDONNET, will be despatched for the above ports on or about TUESDAY, the 11th inst.

G. DE CHAMPEAUX, Agent.

Hongkong, July 4, 1905.

## HAYRE, BORDAUX, MEDITERRANEE, AND BLACK SEA PORTS.

THE Steamship OCEANIAN.

Captain COURRET, will be despatched for MARSEILLES on TUESDAY, the 11th July, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TOURNAI July 25, 1905.

S.S. TOULON August 8, 1905.

S.S. ARMAND BEHRE August 22, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1905.

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

With Liberty to call at the Malabar Coast.

THE Steamship AFGHAN PRINCE.

Captain MACFARLANE, will be despatched for the above ports on or about WEDNESDAY, the 12th July.

For Freight, apply to

ARNHOLD, KARBORG &amp; Co., Agents.

Hongkong, June 28, 1905.

## Shipping.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship AUSTRALIAN.

Captain MCARTHUR, will be despatched for the above Ports on WEDNESDAY, the 12th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, June 15, 1905.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for DATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain F. R. SUTHERLAND, will be despatched from this Port for BOMBAY, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Marmora, 10,500 tons, from Colombo, Messageries' accommodation in which vessel is secured before departure from Hongkong.

Suez and Valuable all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Messageries and London (other cargo for London, &amp;c.), will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 27th August.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, July 1, 1905.

## NOTICES TO CONSIGNEES.

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP NICOMEDIA.

FROM PORTLAND (OR), YOKOHAMA, KOBÉ AND MOU.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter signature, and to take immediate delivery of their Goods from alongside.



Intimations.

**MIYAKO HOTEL,**  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.  
December 6, 1904.

**OSAKA HOTEL,**  
NAKANOSKIMA PARK,  
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT COUSINE.

R. EARI, Manager.

December 6, 1904.

**THE SEASONABLE COMPLAINT.**

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action.

**LAXATIVE IS THE REMEDY.**

APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by all the leading medical authorities as specially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared by the LAXATIVE CO., LTD., Budapest, Hungary.

Sold by all Chemists and Storekeepers.

**CHAMPAGNE.**

**VEUVE CLICQUOT PONSARDIN**

**RHEIMS.**

Maison fondée en 1783. WERLE & Cie., Sucers.

ENGLAND DRY SEC, ENGLAND SEC, DRY ENGLAND, (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT,' that is to say, for the genuine 'LA VEUVE CLICQUOT,' the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

**CHINA EXPORT-IMPORT & BANK-CIE,**

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

Notices to Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP AFGHAN PRINCE,  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence delivery from the Wharves may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ARNHOLD, KARBURG & CO., Agents.

Hongkong, July 1, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PESAWAR.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, July 4, 1905.

Insurances.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1861.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904.

FIREMAN'S FUND INSURANCE CO OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD.....\$5,868,820.37  
Net Surplus, Gold.....\$2,166,118.50  
Income, Gold.....\$3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 28, 1904.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904.

I—Authorized Capital \$3,000,000  
Subscribed Capital \$2,750,000

II—Paid-up Capital.....\$287,500 0 0  
III—Fire Funds.....\$3,001,246 15 9  
IV—Life & Annuity Funds \$13,472,532 7 0

Revenues: Fire Branch.....\$2,056,713 1 6  
Life & Annuity Branch.....\$1,632,216 3 4

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 29, 1905.

BRITISH-INDIA-STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship Palamotta, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 4th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, July 3, 1905.

LITERARY NOTES.

[FROM HONG KONG.]

Do great wars produce great poetry? It is an interesting question, which is discussed in the final chapter of the seasonable volume which Mr Henry Newbolt, himself almost our premier battle-poet at the present moment, has published under the title of 'The Year of Trafalgar.' (Murray, 6s. net.) Mr Newbolt considers the theory that wars are the prolific seed of literature to be erroneous. 'There are conspicuous instances of great wars preceding or accompanying wild outbursts of literary genius, but the relation between the two is not that of cause and effect; rather they have both sprung from the same stirring of the national character, which, like a soil now fertilised, throws up a quick and vigorous crop of various kinds. If war and literature chance to be two of the simultaneous growths, war will in all likelihood be found to choke and overshadow literature, rather than to feed and support it.'

In the case of the Trafalgar period we certainly do seem to find much support for this view of the case. The early part of the nineteenth century gave us a national war for life and death, and a national outburst of the highest literary genius. But the two movements went on almost independently. The great poets and great writers seemed strangely unconscious of the tremendous struggle in which their countrymen were engaged. Wordsworth, Shelley, Keats, Coleridge, Byron were otherwise occupied. In the works of the first and last there are a few noble 'typical' poems, and striking allusions to passing events; but one might read their writings through, and hardly discover that England was at the crisis of her destinies, and absorbed in the longest and most arduous series of campaigns she has ever conducted by sea and land.

Whatever the cause, the greater singers did not find time or thought to turn aside, and celebrate Waterloo and Trafalgar. The poetical tributes, such as they were, came from lesser men. The laureates of the supreme naval struggle were the respectable Campbell, and the fluent but uninspired Dibdin. When Mr. Newbolt seeks for contemporary celebrations of Nelson's triumph, he has to turn to some frigid heroic couplets by Canning, and to 'Songs of Trafalgar,' by the Right Hon. J. W. Croker, M.P. It cannot be said that either Statesman was a poet; though Croker wrote much better, both in verse and prose, than his numerous contemporary and posthumous detractors were willing to admit.

High then the monumental pile, Erect, for Nelson of the Nile! Of Trafalgar and Vincent's heights, For Nelson of the hundred fights. Rear the tall shaft on some bold steep, Whose base is buried in the deep; But whose bright summit shines afar O'er the blue ocean, like a star. Thither shall youthful heroes climb, The Nelsons of an after-time. And round that sacred altar swear, Such glory and such graves to share. As things went in 1805 this was not so bad. The Trafalgar poems have been improving in the subsequent hundred years. In 1836 that fair, and luckless p. etess, 'L. E. L.,' wrote a piece about Greenwich Hospital and Nelson, which opens with the following stanza:

'Silence is now upon the seas,  
The silent sea of yore;  
The thunder of the cannonade  
Awakes the wave no more.'

Some forty years later we unexpectedly come upon a remarkably fine anniversary sonnet by—of all people in the world—Dante Gabriel Rossetti. Then there is another long interval, and we get the recent outbreak of Impressionist poetry, which produced Mr Newbolt's own striking sea-poem, 'The Hundredth Year,' 'The Fighting Temeraire,' 'The Old Superb,' 'Northumberland,' and the rest. For the moment, perhaps, high-water mark has been reached by Mr Thomas Hardy in the splendid, wild, imaginative Boatman's Song of Trafalgar, which is inscribed in 'The Dynasts.' But it still remains true that the muse of Britain has not as yet found a worthy minstrel for the first of our British heroes.

Nelson, in this respect, has fared no worse, or better, than Marlborough. The great land-captain, like the great sea-captain, was badly treated by contemporary literature, and posterity has not yet made amends to him. All readers of Macaulay's famous essay on Addison will recollect his amusing account of the atrociously bad poems evoked by Marlborough's exploits. He has preserved one supremely ridiculous passage from oblivion:—  
'Think of three hundred gentlemen, at least, And each man mounted on his sporting beast, Into the Danube they were pushed by shoals.'  
Addison's own 'Campaign' made its author celebrated by comparison with the writers of these wretched productions, though it is a mere cold piece of academic verse, with nothing in the way of fancy or originality. But it could, at any rate, be read by men of sense without a smile or a shudder.

But it is not only the poets who have neglected the victor of Ramillies and Blenheim and Sedgemoor; the statesman-soldier who for a time almost dominated Europe, the most commanding personality

of his age. The historians and essayists have done him scant justice. There are the solid, and now forgotten, Lives of Cox and Alison, and the brilliant libels of Thackeray and Macaulay; and there is Lord Welsley's Memoir, which, unhappily, is only a fragment. But no one has yet done for Marlborough what Southey did for Nelson. One wonders, sometimes, why none of the many distinguished descendants of John Churchill has ever thought it worth while to see that an adequate biography is written of the great founder of their line. If Marlborough had been a French or a German, instead of an English, here, what a library would have been devoted to him by this time.

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**AH-PONG.**

SHIP AND HOUSE PAINTER, GLIDER, GRAINER, and SCAPER, CULVER AND CARPENTER. No. 44, DES VOEUX ROAD CENTRAL. Hongkong, February 20, 1905.

**Tung Tai Tseung Kee Co.**

ENGINEERS AND SHIPBUILDERS. LEAN AND BRASS FOUNDRY, BOILER MAKERS AND COPPER SMITHS. No. 25, PRAYA EAST, WANCHAI. HONGKONG. Call Flag O. Hongkong, February 18, 1905.

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With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG. Reprinted from the 'China Mail.' For Sale at the China Mail Office. Price \$1.00.

Banks.

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THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager. Hongkong, May 1, 1900.

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**THE YOKOHAMA SPECIE BANK, LIMITED.**

ESTABLISHED 1880. CAPITAL SUBSCRIBED.....Yen 24,000,000. CAPITAL PAID-UP....." 18,000,000. RESERVE FUND....." 6,000,000. RESERVE FUND....." 9,750,000. HEAD OFFICE:—YOKOHAMA. BRANCHES AND AGENTS: TOKYO, KOBÉ, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, DALY, PEKING, MUKDEN, PORT ARTHUR, CHIFOO. LONDON BANKERS: The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smiths Bank, Limited. HONGKONG BRANCH:—Interest allowed. On Current Account at the Rate of 2 1/2 per cent on the daily balance. On fixed deposits for 12 months, 5 per cent annum. On fixed deposits for 6 months, 4 per cent annum. On fixed deposits for 3 months, 3 1/2 per cent annum. TAKEO TAKAMICHI, Manager. Hongkong, May 22, 1905.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL.....£1,500,000. SUBSCRIBED.....£1,250,000. PAID UP.....£1,250,000. RESERVE FUND.....£240,000. LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent on the Daily Balance. On Fixed Deposits:—For 12 months.....4 1/2 " " 6 " 3 1/2 " " 3 " 2 1/2 " " A. R. LINTON, Acting Manager. Hongkong, June 30, 1905.

Banks.

**INTERNATIONAL BANKING CORPORATION.**

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHIL



## A STROKE OF PARALYSIS.

STAMPHILL'S SECOND OFFICER CURED BY DR. WILLIAMS' PINK PILLS.

MR WILLIAM GLENDHILL, second officer of the steamship *Stamphill*, of Goolie, England, describes the Paralysis Stroke which laid him helpless, in these graphic terms:—

"I was mooring alongside Goolie wharf at 2.30 a.m., when I felt a shock as though I had been struck in the back of the head. A pain shot through my left arm, down my side and into my foot. I thought I had been established, but as I will explain, I had been struck with Paralysis. I don't look like it! No, but it has been for the Williams' Pink Pills. I should have been still paralyzed."

"When the stroke ran through me, I dropped, but getting hold of the railings with my right hand, I managed to crawl with one hand and one knee to my berth. I remained helpless for an hour, when I heard the second engineer come into the galley to make tea, and I called to him for help."

"I was supported to my home, which was fortunately close by—James-street, Barge Dock Side, Goolie—on the shoulders of two men."

"My speech was so paralyzed that I could not be understood. My left leg trailed helplessly. Three clever doctors all gave one verdict: I was paralyzed down one side, and should never be able to work again. I told alone go home. You can imagine my feelings. I have a wife and children to keep."

"When I had accepted my fate as a life-long cripple, a book left at the house described the cure of a Paralyzed man by Dr. Williams' Pink Pills. I tried them with wonderful results. After the very first bottle the pain in my arm ceased, and I have never had it since. Up to that time the arm had twitched all night long, and my foot also. After three bottles I was able to get out of bed and walk to my chair without assistance."

"After I had started Dr. Williams' Pink Pills I took no more ordinary medicine. I gave the Pills a fair trial, though after three such clever doctors had said they could give me no hope of a cure, I did not expect the wonderful results which were obtained. I am well and strong and following the sea just as well as I have never been paralyzed."

"You feel convinced that Dr. Williams' Pink Pills, and nothing else, brought this about."

"Fully convinced, said Mr. Glendhill. Occasionally now, when I feel a little out of sorts, after being a long time on my feet, I take one or two of the pills. I am right again almost directly. I never go to sea without them. I can move my left arm now just as freely as my right. I have used these pills for one of my legs, a delicate, bloodless leg of 16, apprenticed to a plumber. Since taking the pills the lad has developed a healthy appetite, and is progressing apace."

Dr. Williams' Pink Pills have cured the most serious forms of nervous disorders, including Paralysis and Locomotor Ataxia, while thousands have testified to their value in St. Vitus's Dance, Sciatica, Rheumatism, Anemia, Indigestion, loss of Appetite, general muscular weakness, and the ailments of women. Not a purgative, but a true tonic. Obtainable of most medicine dealers, also from Dr. Williams' Medicine Co., Holbrook-Valley, London, on receipt of 2s. 9d. for one bottle, or for six bottles 13s. 8d. post free.



"As though I had been struck," is Mr. Glendhill's description of a Paralysis Stroke which laid him helpless for an hour.

## SHIPPING.

## ARRIVALS.

July 6.  
Baron Fairlie, British str., 2,823, J. J. Ullstrom, Calcutta June 19, Coal.—GARDNER.  
Jochia, Italian steamer, 2,734, Cagliolo Andreani, Bombay June 17, and Singapore 30, General.—CARLOWITZ & Co.  
Fri, Norwegian str., 630, N. G. Andersen, Haiphong July 4, General.—AAGAARD, THORSEN & Co.

Hongkong I. British str., 2,060, J. Slater, Penang June 28, and Singapore July 1, General.—GUINNESS.

July 7.  
Palermo, British steamer, 4,908, E. G. Andrews, Yokohama June 20, General.—P. & O. S. N. Co.  
Glenlogan, British steamer, 2,740, J. McGeehan, London and Singapore July 1, General.—McGEEHAN BROS. & Co.

Manila, British str., 2,618, R. Leslie, Shanghai July 3, General.—NIPPON YUSEN KAISHA.

Holstein, German str., 985, A. Niojahr, Haiphong and Hoihow July 6, Rice.—JENSEN & Co.

Clara Jensen, German steamer, 1,103, J. Bendixen, Swatow July 6, General.—OSAKA SHIPEN KAISHA.

## DEPARTURES.

July 6.  
Lydia, for Canton.

July 7.  
Kashing, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 8.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 9.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 10.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 11.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 12.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 13.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 14.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 15.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 16.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 17.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 18.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 19.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 20.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 21.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 22.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 23.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 24.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 25.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 26.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 27.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 28.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 29.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 30.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

July 31.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 1.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 2.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 3.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 4.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 5.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 6.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 7.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 8.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 9.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 10.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 11.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 12.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 13.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 14.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

August 15.  
Japan, for Shanghai.  
Haimon, for Swatow.  
Kohshing, for Hoihow.  
Haimon, for Swatow.  
Yushan, for Manila.  
Yushan, for Shanghai.  
Amare, for Swatow.

## Merchant Vessels in Hongkong Harbour.

Exclusively of Daily Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the One Works.  
2. From One Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Office.  
4. From Harbour Office to the Mole.  
5. From the Mole to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
Adato	British str.	2145	July	Bradley & Co.	Swatow & Shanghai	July 7.
Aldershot	British str.	1354	June	Dodwell & Co., Ltd.		
Amara	British str.	1686	June	Jardine, Matheson & Co.		
Amara	Ger. str.	1020	July	Malchers & Co.		
Amara	British str.	2223	July	Bradley & Co.		
Amara	British str.	1115	July	Butterfield & Swire		
Amara	British str.	1103	July	Deaka Shoen Kaisha		
Amara	British str.	2242	July	Shewan, Tomes & Co.		
Amara	British str.	629	June	Agard, Thorsen & Co.		
Amara	British str.	1102	June	Standard Oil Co.		
Amara	British str.	1472	July	C. P. R. Co.		
Amara	British str.	8003	July	Agard, Thorsen & Co.		
Amara	British str.	880	July	Jensen & Co.		
Amara	British str.	1714	July	Bradley & Co.		
Amara	British str.	1521	June	McGregor Bros. & Co.		
Amara	British str.	2740	July	A. R. Mary		
Amara	British str.	1183	July	Douglas Steamship Co.		
Amara	British str.	985	July	Jensen & Co.		
Amara	British str.	2080	July	Chinese		
Amara	British str.	2784	July	Carlwell & Co.		
Amara	British str.	2785	July	P. & O. S. N. Co.		
Amara	British str.	1142	June	Butterfield & Swire		
Amara	British str.	2210	June	Dodwell & Co., Ltd.		
Amara	British str.	1467	July	P. & O. S. N. Co.		
Amara	British str.	1467	July	Jardine, Matheson & Co.		
Amara	British str.	2108	July	David Sassoon & Co., Ltd.		
Amara	British str.	2220	June	Sander, Wieler & Co.		
Amara	British str.	684	June	Siemens & Co.		
Amara	British str.	1771	July	Order		
Amara	British str.	2840	July	Portland & Asiatic S. S. Co.		
Amara	British str.	2428	June	Portland & Asiatic S. S. Co.		
Amara	British str.	1090	July	Butterfield & Swire		
Amara	British str.	2619	July	Nippon Yusen Kaisha		
Amara	British str.	2619	July	Butterfield & Swire		
Amara	British str.	1787	June	Jardine, Matheson & Co.		
Amara	British str.	2000	June	Mitsui Bussan Kaisha		
Amara	British str.	498	July	P. & O. S. N. Co.		
Amara	British str.	4885	July	P. & O. S. N. Co.		
Amara	British str.	1825	June	Sander, Wieler & Co.		
Amara	British str.	1825	June	Dodwell & Co., Ltd.		
Amara	British str.	1310	July	Butterfield & Swire		
Amara	British str.	4143	July	Hamburg-Amerika Linie		
Amara	British str.	4308	July	Butterfield & Swire		
Amara	British str.	1459	June	Butterfield & Swire		
Amara	British str.	1340	July	Butterfield & Swire		
Amara	British str.	1379	July	Chinese		
Amara	British str.	1811	July	Shewan, Tomes & Co.		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

Vessel's Name.	Flag	Agent	Date of Arrival	Comms. or Agents	Destination	Remarks
City of Birmingham	Brit. str.	30	May 14	Order		
Travancore	British str.	3330	June 8	Order		

The I. C. S. N. Co. Ltd., s.s. <i>Louang</i> from Calcutta and The Straits, left Singapore for this port on the 4th July, at 2 p.m.	<b>SAMARANG.</b> — Per <i>Onang</i> , at 2 p.m., on Saturday, the 8th July.	Naha..... Ishijima... Taihoku... Teluk...	11 11 5 a.	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— —<
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